DERWENT-ACC-NO: 1993-317201

DERWENT-WEEK: 199340

TITLE: Pneumatic tyre with good antiskid performance - has circumferential **groove** at centre of tread of specified depth and width

PATENT-ASSIGNEE: EGAWA M[EGAWI]

PRIORITY-DATA: 1992JP-0072229 (February 24, 1992)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
JP 05229303 A	September 7, 1993	N/A	003	B60C 003/00

APPLICATION-DATA:

PUB-NO	APPL-DESCRIPTOR	APPL-NO	APPL-DATE
JP 05229303A	N/A	1992JP-0072229	February 24, 1992

INT-CL (IPC): **B60C003/00**, B60C011/00

ABSTRACTED-PUB-NO: JP 05229303A

BASIC-ABSTRACT:

Pneumatic tyre has a circumferential **groove** at the central region of the tread, which has a depth L ranging from 30-80mm and the with W ranging from 20-60mm, and which is fitted with a fastening band, to keep the **groove** from flattening under the internal air pressure.

ADVANTAGE - Tyre has satisfactory anti-skid performance comparable to a double tyre

CHOSEN-DRAWING: Dwg.0/1

TITLE-TERMS: PNEUMATIC TYRE ANTISKID PERFORMANCE CIRCUMFERENCE **GROOVE** CENTRE TREAD SPECIFIED DEPTH WIDTH

DERWENT-CLASS: A95 Q11

CPI-CODES: A12-T01B;

ENHANCED-POLYMER-INDEXING: Polymer Index [1.1] 017 ; H0124*R

Polymer Index [1.2] 017 ; ND01 ; Q9999 Q9256*R Q9212 ; K9416

POLYMER-MULTIPUNCH-CODES-AND-KEY-SERIALS:

Key Serials: 0009

0231

2826

3258

Multipunch Codes: 017

032

04-

41&

50&

651

672

SECONDARY-ACC-NO:

CPI Secondary Accession Numbers: C1993-140868

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審査請求　有　　請求項の数１（全　３　頁）

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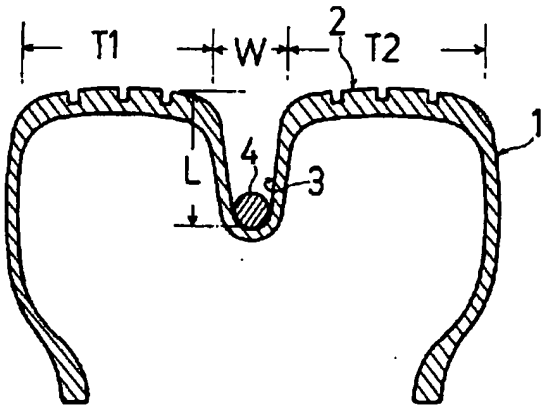
(71)出願人　592065852
江川　三男
東京都足立区西新井６丁目46番11号
(72)発明者　江川　三男
東京都足立区西新井６丁目46番11号
(74)代理人　弁理士　池田　和司

(54)【発明の名称】　タイヤ

(57)【要約】
【目的】　タイヤのトレッド部の中央部に形成した溝部の溝深さや溝幅を、ダブルタイヤの特性を引き出せるような溝深さや溝幅に形成できるようにする。
【構成】　トレッド部２の中央部にタイヤ円周方向に沿って溝深さを３０ｍｍないし８０ｍｍで溝幅を２０ｍｍないし６０ｍｍとした溝部３を形成し、この溝部に空気圧による溝部形状の拡開変形を防ぐような締着バンド４を嵌着してある。



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【特許請求の範囲】

【請求項１】　タイヤのトレッド部の中央部にタイヤ円周方向に沿って溝深さを３０ｍｍないし８０ｍｍで溝幅を２０ｍｍないし６０ｍｍとした溝部を形成してなり、該溝部に空気圧による溝部形状の拡開変形を防ぐような締着バンドを嵌着したことを特徴とするタイヤ。

【発明の詳細な説明】

【０００１】

【産業上の利用分野】本発明は、一本のタイヤでダブルタイヤと同様な滑り止め性能をもつタイヤに関する。

【０００２】

【従来の技術】ダブルタイヤが濡れた路面に対して優れた滑り止め性能をもつことが知られている。一本のタイヤで滑り止め性能に優れたダブルタイヤの特性を利用したものとして、タイヤのトレッド部の中央部にタイヤ円周方向に沿った溝部を形成したものが提案されている。

【０００３】この溝部の溝深さや溝幅は、ダブルタイヤの特性を利用することから、トレッド部に形成された他の溝形状に比べてもはるかに深くかつ広いものであり、できれば溝深さを３０ｍｍ以上、溝幅も２０ｍｍ以上とすることがダブルタイヤの特性を引き出すめに望ましいものとされている。

【０００４】

【発明が解決しようとする課題】このダブルタイヤの特性を利用すべく従来提案された溝部は、この溝形状がタイヤの空気圧によって特に溝幅が拡開変形して所期の溝形状を保持できないことから、その溝部の溝深さや溝幅を、ダブルタイヤの特性を引き出せるような深さや幅に形成することが難しいという問題点があった。

【０００５】本発明は、このような実情に鑑み、前記溝部の溝深さや溝幅を、ダブルタイヤの特性を引き出せるような深さや幅、すなわち、溝深さを３０ｍｍないし８０ｍｍ、溝幅を２０ｍｍないし６０ｍｍに形成しても、この溝形状がタイヤの空気圧によって特に溝幅が拡開変形することなく所期の溝形状を保持できるようにしたダブルタイヤの特性をもつタイヤを提供することを目的としている。

【０００６】

【課題を解決するための手段】上記目的を達成するため本発明のタイヤは、タイヤのトレッド部の中央部にタイヤ円周方向に沿って溝深さを３０ｍｍないし８０ｍｍで溝幅を２０ｍｍないし６０ｍｍとした溝部を形成してなり、該溝部に空気圧による溝部形状の拡開変形を防ぐような締着バンドを嵌着したことを特徴としている。

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【０００７】前記締着バンドは、金属ワイヤー、強化プラスチック、強化合成ゴムなどからなる直径５ｍｍないし１５ｍｍ程度の断面円形状のものを用いる。

【０００８】

【実施例】図１は、本発明のタイヤの一実施例を示す断面図であり、符号３はタイヤ１のトレッド部２の中央部にタイヤ円周方向に沿って形成した溝深さＬを８０ｍｍで溝幅Ｗを２０ｍｍないし６０ｍｍとした溝部であり、この溝部３に空気圧による溝部形状の拡開変形を防ぐような締着バンド４を嵌着してある。この締着バンド４は、金属ワイヤー、強化プラスチック、強化合成ゴムなどからなる直径５ｍｍないし１５ｍｍ程度の断面円形状のものを用いている。

【０００９】前記溝部３によってトレッド部２は左右トレッドＴ１、Ｔ２に区分けされるが、この左右トレッドＴ１、Ｔ２はそれぞれ５０ｍｍないし１００ｍｍの幅に形成してある。

【００１０】

【発明の効果】本発明のタイヤは以上説明したように構成してあるため、タイヤのトレッド部の中央部に形成した溝部の溝深さや溝幅を、ダブルタイヤの特性を引き出せるような深さや幅、すなわち、溝深さを３０ｍｍ以上に、溝幅を２０ｍｍないし６０ｍｍに形成しても、この溝形状がタイヤの空気圧によって特に溝幅が拡開変形することなく所期の溝形状を保持でき、よって一本のタイヤでダブルタイヤと同様な優れた滑り止め性能をもつタイヤを提供できる。

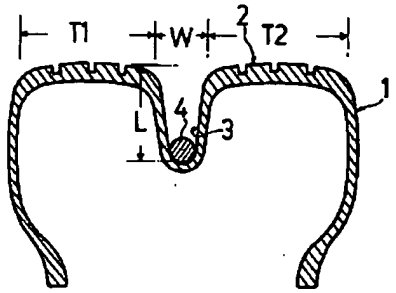
【図面の簡単な説明】

【図１】本発明のタイヤの一実施例を示す断面図である。

【符号の説明】

１　タイヤ
２　トレッド部
３　溝部
４　締着バンド

【図1】



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CLAIMS

[Claim(s)]
[Claim 1] The tire characterized by attaching an secure-closing band which comes to form in the center section of the tread section of a tire the slot which set the flute width to 20mm thru/or 60mm for the channel depth by 30mm thru/or 80mm along with the tire circumferencial direction, and prevents extension deformation of the slot configuration by pneumatic pressure to this slot.

[Translation done.]

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DETAILED DESCRIPTION

[Detailed Description of the Invention]
[0001]
[Industrial Application] This invention relates to a dual tire and a tire with the same skid engine performance with one tire.
[0002]
[Description of the Prior Art] Having the skid engine performance which was excellent to the road surface on which the dual tire got wet is known. What formed the slot in alignment with a tire circumferencial direction in the center section of the tread section of a tire as a thing using the property of the dual tire which was excellent in the skid engine performance with one tire is proposed.
[0003] since the property of a dual tire is used for the channel depth and flute width of this slot, even if you compare in the shape of [which were formed in the tread section / other] a quirk, it is far deep and they be wide, it should lengthen the property of a dual tire that 30mm or more and a flute width will also set a channel depth to 20mm or more if it can do, and they should come out, and should end -- it is alike and considers as the desirable thing.
[0004]
[Problem(s) to be Solved by the Invention] Especially the slot by which the conventional proposal was made that the property of this dual tire should be used had the trouble that it was difficult to form the channel depth and flute width of that slot in the depth which can pull out the property of a dual tire, or width of face with the pneumatic pressure of a tire since a flute width carries out extension deformation and the shape of this quirk cannot hold the shape of an expected quirk.
[0005] Even if this invention forms 30mm thru/or 80mm, and a flute width in 20mm thru/or 60mm, the depth which can pull out the property of a dual tire for the channel depth and flute width of said slot in view of such the actual condition, and width of face, i.e., a channel depth The shape of this quirk aims at a flute width offering a tire with the property of the dual tire which enabled it to hold the shape of an expected quirk, without carrying out extension deformation especially with the pneumatic pressure of a tire.
[0006]
[Means for Solving the Problem] In order to attain the above-mentioned purpose, the tire of this invention is characterized by attaching an secure-closing band which comes to form in the center section of the tread section of a tire the slot which set the flute width to 20mm thru/or 60mm for the channel depth by 30mm thru/or 80mm along with the tire circumferencial direction, and prevents extension deformation of the slot configuration by pneumatic pressure to this slot.
[0007] A thing with a diameter [of 5mm] which consists of a metal wire, reinforced plastics, strengthening synthetic rubber, etc. thru/or a cross-section circle configuration of about 15mm is used for said secure-closing band.
[0008]
[Example] Drawing 1 is the sectional view showing one example of the tire of this invention, and a sign 3 is the slot which set the flute width W to 20mm thru/or 60mm for channel depth L formed in the center

section of the tread section 2 of a tire 1 along with the tire circumferencial direction by 80mm, and has attached in this slot 3 the secure-closing band 4 which prevents extension deformation of the slot configuration by pneumatic pressure. The thing with a diameter [of 5mm] which consists of a metal wire, reinforced plastics, strengthening synthetic rubber, etc. thru/or a cross-section circle configuration of about 15mm is used for this secure-closing band 4.

[0009] Although the tread section 2 is classified into the right-and-left treads T1 and T2 by said slot 3, these right-and-left treads T1 and T2 are formed in width of face of 50mm thru/or 100mm, respectively.

[0010]

[Effect of the Invention] Since the tire of this invention is constituted as explained above, the channel depth and flute width of a slot which were formed in the center section of the tread section of a tire Even if it forms in 30mm or more, the depth which can pull out the property of a dual tire, and width of face, i.e., a channel depth, and forms a flute width in 20mm thru/or 60mm Especially with the pneumatic pressure of a tire, a flute width can hold the shape of an expected quirk, without carrying out extension deformation, and the shape of this quirk can offer the tire which therefore has the same outstanding skid engine performance as a dual tire with one tire.

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DESCRIPTION OF DRAWINGS

[Brief Description of the Drawings]
[Drawing 1] It is the sectional view showing one example of the tire of this invention.
[Description of Notations]
1 Tire
2 Tread Section
3 Slot
4 Secure-Closing Band

[Translation done.]